

Hoboken Post Office Redevelopment Plan



For the Post Office Rehabilitation Area,
Property in & around Block 231.01, Lot 1

City of Hoboken
Hudson County, New Jersey

DRAFT
Plan Date: March 27, 2017

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HOBOKEN POST OFFICE REDEVELOPMENT PLAN

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I. INTRODUCTION

Built in 1931, the two-story Hoboken Post Office has been a landmark along River Street for over 80 years. The Post Office has been identified by the City's master planning documents as an important landmark that should be preserved, and further investigated for a potential national, state and/or local historic designation. In October of 2012, the government facility was designated by the Hoboken City Council as an Area In Need of Rehabilitation under the Local Redevelopment and Housing Law ("LRHL") (N.J.S.A. 40A:12A-1 et. seq.).

Meanwhile, the United States Postal Service ("USPS") has reportedly executed a purchase agreement with KMS Development Partners, LLC ("KMS"). The USPS proposes to sell KMS a 0.4-acre portion of the federally-owned land for development of a hotel in an area currently occupied by the Post Office's parking lot, loading bay and mechanical wing; additionally, USPS has reportedly contracted KMS to make modifications to the existing Post Office building to accommodate continued postal operations. These include a new loading dock, parking for postal delivery vehicles, new mechanical wing, and other improvements to the building. According to the USPS, the Hoboken Post Office will remain a full-service facility, serving the City's residents and workers.

The City has not received or reviewed the referenced purchase agreement.



Figure 1: Hoboken Post Office, view from River Street. ¹



Figure 2: Rear of Post Office site being used for parking and loading. ²

REQUIRED REDEVELOPMENT PLAN COMPONENTS

This document has been prepared in accordance with Section 40A:12A-7a of the LRHL, which requires redevelopment plans to include for the planning, development, redevelopment or rehabilitation of the designated area. Specifically:

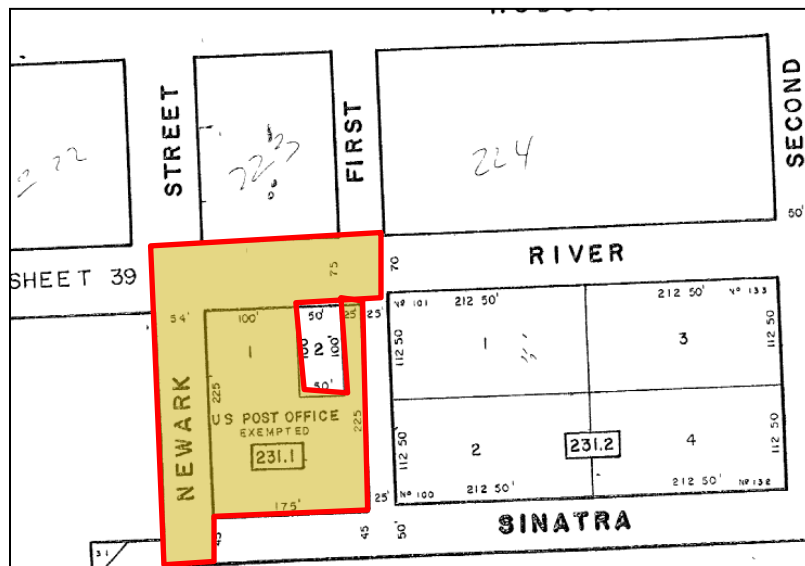
1. The Redevelopment Plan's relationship to definite local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements. (See Chapter V.)
2. Proposed land uses and building requirements in the project area. (See Chapter VII.)
3. Adequate provisions for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market. (See Chapter VII.)
4. An identification of any property within the area, which is proposed to be acquired in accordance with the Redevelopment Plan. (See Chapter VII.)
5. Any significant relationship of the Redevelopment Plan to the master plans of contiguous municipalities; the master plan of the county in which the municipality is located; the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act", P.L. 1985, c.398 (C.52:18A-196 et al.). (See Chapter V.)
6. Description of the Plan relationship to pertinent municipal development regulations as defined in the Municipal Land Use Law (MLUL). The Plan shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the study area. (See Chapter II.)
7. All provisions of the Redevelopment Plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan. (See Chapter V.)
8. An inventory of all housing units affordable to low and moderate income households that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions. (See Chapter VI)

II. POST OFFICE REHABILITATION AREA

AREA DESCRIPTION

The Hoboken Post Office Site was designated by the City as an Area In Need of Rehabilitation on October 17, 2012. The designation encompasses “the property commonly known as Block 231.01, Lot 1 on the tax map of the City of Hoboken, that portion of the public right-of-way of Newark Street from and including the intersection with River Street to the end of Newark Street approximately 250 feet east of River Street; and that portion of the public right-of-way of River Street from and including the intersection with Newark Street to and including the intersection with First Street”, hereafter known as the Post Office Rehabilitation Area.³ Figure 3 below illustrates the Post Office Rehabilitation Area.

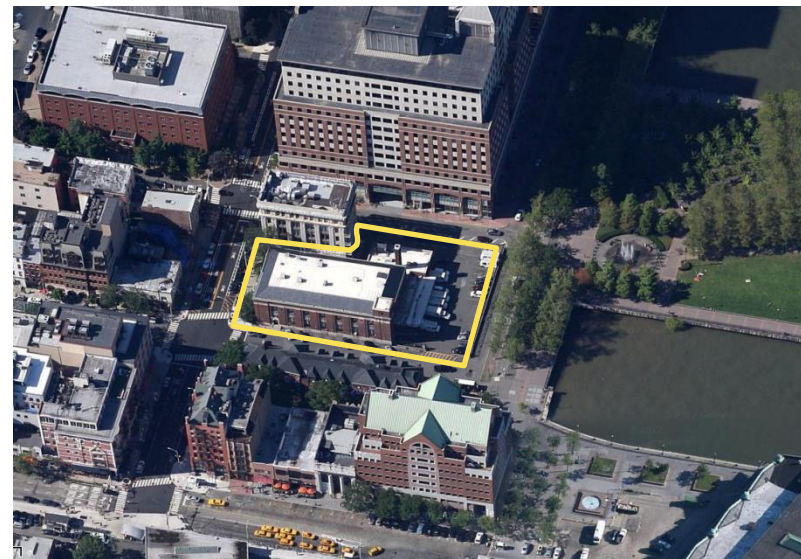
Figure 3: Hoboken Tax Sheet #44, Post Office Rehabilitation Area



The Post Office Rehabilitation Area is bound by River Street, Newark Street, First Street and Sinatra Drive. Block 231.01, Lot 1, which contains the Hoboken Post Office, encompasses 0.789 acres.⁴ The Post Office Rehabilitation Area essentially surrounds the mixed-use building located on Lot 2 (occupied by Wells Fargo on the first floor).

The Post Office Rehabilitation Area faces the waterfront, which has access to the Hoboken Pier. To the north is the South Waterfront Redevelopment Area, which includes retail, office, a W Hotel, luxury rentals and condominiums. To the west, along River Street and Washington Street, there is a mix of uses consisting primarily of retail uses along the street frontages with residential and office uses on the upper floors. Finally, to the south, is the Hoboken Terminal Redevelopment Area. Figure 4 provides an aerial image of the Rehabilitation Area.

Figure 4: Aerial Imagery of Post Office Rehabilitation Area (north facing view)⁵



EXISTING ZONING

The Hoboken Post Office is presently zoned Central Business District – Historic Subdistrict (CBD(H)). (See Figure 5 for the site's location on the City's Zoning Map.) As per §196-19A:

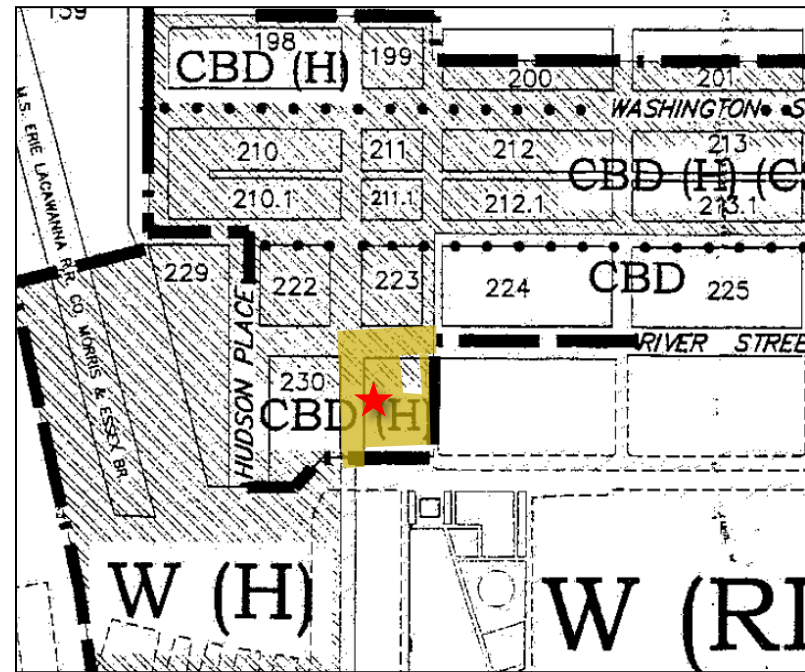
The purpose of the CBD District is to encourage the location of regional and city-wide services and commercial activities; to facilitate the development of buildings for permanent and transient residents appropriate to the proximity of the City's transportation terminal; and to support the objectives of the City's historic district.

The purpose of the Historic Subdistrict is to preserve and enhance the best elements of the subdistrict's traditional character by architectural and other controls; to protect against destruction of or undesirable encroachment upon the area; and to ensure that new structures and uses within the district will be in keeping with the character to be preserved and enhanced.

Permitted principal uses are as follows:

- Commercial recreation
- Instructional use
- Office buildings
- Offices, including studios and clinics
- Hotels and motels
- Public buildings and uses, including governmental buildings, administrative offices, parks and plazas
- Residential buildings
- Restaurants and bars
- Retail business or service

Figure 5: Hoboken Zoning Map, Location of Post Office Rehabilitation Area



Conditional uses in the CDB(H) are as follows:

- Public parking garages and lots
- Outdoor uses on public or private property as follows:
 - Restaurants
 - Arts and crafts exhibits
 - Weekly markets
- Planned unit residential development
- Sidewalk cafes
- Accessory use customarily incidental to a principal permitted use, but not located on the same parcel or, if contiguous, within the same zoning district

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Area, yard and building requirements for principal and accessory buildings are as follows:

- Lot area, minimum:
 - CBD District: 5,000 square feet
 - CBD(H) District: 2,000 square feet
- Lot width, minimum:
 - CBD District: 50 feet
 - CBD(H) District: 20 feet
- Lot depth, minimum:
 - CBD District: 100 feet
 - CBD(H) District: 100 feet
- Lot coverage, maximum:
 - CBD District, commercial: 80%
 - CBD District, residential or the residential portion of mixed use: 60%. Residential floors in mixed-use buildings must be no closer to the rear lot line than 30 feet
 - CBD(H) District: 60%
- Accessory building lot coverage, maximum:
 - CBD District: not applicable
 - CBD(H) District: 10%
- Building height, maximum:
 - CBD District: 16 stories or 160 feet
 - CBD(H) Subdistrict: prevailing, but not to exceed five stories
- Front yard, minimum:
 - CBD District: 10 feet
 - CBD(H) Subdistrict: prevailing, where applicable; otherwise a maximum of five feet
- Side yard, minimum:
 - CBD District: zero or 10 feet
 - CBD(H) Subdistrict: zero or 10 feet
- Rear yard, minimum:
 - CBD District: 30 feet
 - CBD(H) Subdistrict: 30 feet or 30% of lot depth, whichever is less, but in no event shall a rear building wall be more than 70 feet from the front lot line
- Density:
 - Residential density of development of a site will be determined by site area per dwelling unit and maximum number of dwelling units adjusted where necessary for other on-site principal uses as calculated below:
 - Site area per dwelling unit (SA/DU), minimum: 500 square feet per dwelling unit
 - Dwelling units, maximum: site areas divided by 500
 - Where principal uses other than residential are proposed for the subject building (such as retail or office), the percentage of total permitted floor area occupied by the nonresidential use shall be applied against the maximum number of dwelling units and the residential units shall be reduced thereby. Any fraction shall be equivalent to a whole dwelling unit.
- Off-street parking and loading is required as follows:
 - CBD District: One parking space per 1,000 square feet of gross floor area per principal permitted nonresidential use
 - CBD(H) Subdistrict: One off-street parking space per dwelling unit

III. THE NEED FOR REHABILITATION

This Redevelopment Plan has been prepared in accordance with N.J.S.A. 40A:12A-7A, which provides that redevelopment projects (inclusive of rehabilitation) may only be undertaken or carried out in accordance with a Redevelopment Plan adopted by ordinance of the municipal governing body, upon its findings that the specifically delineated project area is an area in need of rehabilitation, according to the criteria set forth in Section 14 of the LRHL.

The criteria for designating an “area in need of rehabilitation” as identified in the LRHL (N.J.S.A. 40A:12A-et. seq.), does not require the satisfaction of one of the eight criteria required of a redevelopment investigation. Instead, the governing body may designate an area in need of rehabilitation if it is determined that the area exhibits any one of the following conditions:

- (1) *a significant portion of structures therein are in a deteriorated or substandard condition;*
- (2) *more than half of the housing stock in the delineated area is at least 50 years old;*
- (3) *there is a pattern of vacancy, abandonment or underutilization of properties in the area;*
- (4) *there is a persistent arrearage of property tax payments on properties in the area;*
- (5) *environmental contamination is discouraging improvements and investment in properties in the area;*
or
- (6) *a majority of the water and sewer infrastructure in the delineated area is at least 50 years old and is in need of repair or substantial maintenance.*

Once the conditions are determined satisfied and upon an affirmative declaration of such, the City may proceed to the preparation of a Redevelopment Plan (N.J.S.A. 40A:12A-1 et seq.).

A rehabilitation declaration affords the City of Hoboken all of the powers of redevelopment (40A:12A-8) with the following exceptions – the City may not use eminent domain and it may not provide for long-term tax abatements. However, a rehabilitation designation does provide the City with the ability to grant five-year tax abatements and exemptions.

The City Council, in a resolution dated September 5, 2012, formally requested that the Planning Board conduct a public hearing and make recommendations. A report entitled Post Office Site – Area In Need of Rehabilitation; Existing Water and Combined Sanitary/Storm Sewer Study was prepared for the Post Office Rehabilitation Area on August 3, 2012. The report found that the Post Office Rehabilitation Area meets the conditions for an Area in Need of Rehabilitation designation pursuant to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1 et seq.) and is based on the following factual findings:

1. The combined sanitary sewer/drainage system within the Post Office Rehabilitation Area was most likely constructed between 1919 and 1939, but could have been constructed as far back as 1900. The sanitary sewer system is at least 73 years old.
2. The exact age of the water system is unknown. However, stampings on existing pipes excavated for repairs indicate the years 1857, 1867 and 1869. This would make the water system at least 142 years old.

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3. Due to water main breaks that interrupt water service to City residents, it is clear that the water system will benefit from a rehabilitation program.
4. Due to repeated flooding of the area because of the undersized combined sanitary/storm sewer system, it is clear that the combined sanitary/storm sewer system will benefit from a rehabilitation program.
5. The rehabilitation programs for both the water and sewer systems will prevent further deterioration and promote the overall development of the community by further protecting the health, safety and welfare of the City.⁶

Based on the findings of the above report, the Planning Board found that the area satisfied the statutory criteria to be designated as an Area in Need of Rehabilitation under Section 14 of the LRHL and recommended said designation for the area.

As a result of the above, the City Council adopted Resolution #12-794 on October 17, 2012 designating the Post Office Rehabilitation Area shown on page 5.

Figure 6: Sanitary Sewer Manhole Cover in Post Office Rehabilitation Area, Stamped 1956.



IV. GOALS, OBJECTIVES & VISION

The primary goal of the Post Office Redevelopment Plan is to improve the Gateway experience to the waterfront and into Hoboken by advancing the potential of creating needed hotel space in close proximity to the Hoboken Terminal, and transforming the area's streets into "complete streets" that safely accommodate all users.

The Post Office Rehabilitation Area objectives are as follows:

- Create a pleasant pedestrian and bicycle connection between River Street and the waterfront by constructing safer walkways, bikeways, and an appealing streetscape.
- Preserve the Hoboken Post Office as an important landmark.
- Keep the Hoboken Post Office open for business with improved operations.
- Design the site to maximize compatibility between hotel and post office operations on the same site.
- Integrate new development on the Post Office site in a way that respects the character of the surrounding historic district and embraces the adjacent waterfront asset.
- Create a world-class hotel with stunning architecture and high quality design materials.
- Create hotel amenities for the Hoboken public, including restaurants, bars, and usable rooftop space with waterfront views.
- Add new event space options for residents, non-profit organizations and the business community.
- Effectively address vehicle circulation and parking demands generated by hotel and post office uses for employees, guests, patrons, deliveries, and all visitors to the site. Ensure

circulation and parking for the site do not negatively impact surrounding streets, but rather improve upon existing conditions.

- Incorporate resiliency measures into the site and buildings to ensure protection from flood events.
- Design the building so as to respect the recreation uses at Pier A Park; most notably, to minimize size of the shadow that a new building in this location would create, by developing a building with a slender design.
- Promulgate the recommendations of the City's Master Plans and other planning documents, as discussed in the following Section.

VISION

The vision for the Post Office Rehabilitation Area is as follows:

The underutilized parking lot that occupies prime waterfront real estate is to be redeveloped with a new upscale hotel. The public use portions of the United States Post Office, including the historic Newark Street and River Street facades, are to be preserved. The hotel will provide the Hoboken community with much needed meeting and event space, and amenities for the public to enjoy, such as one or more restaurants and bars. Wide sidewalks and new streetscape features are to be added to Newark Street, improving pedestrian connectivity between the waterfront and points west. The new development is to embrace the waterfront location and activate the block of Sinatra Drive between First Street and Newark Street.

The new structure should respect its surrounding context, without duplicating or imitating the style of existing buildings. It should be a good neighbor, and a product of its own time.

V. RELATIONSHIP TO LOCAL OBJECTIVES

In addition to the Rehabilitation Area-specific goals and objectives, the LRHL requires that the Redevelopment Plan indicate its relationship to definite local objectives regarding land uses, population density, traffic and public transportation, public utilities, recreational and community facilities, and other public improvements. This ensures that the goals and objectives of the Redevelopment Plan are consistent with or will support the broader community-wide goals of the City's master plan.

The 2004 Master Plan and 2010 Master Plan Reexamination Report provide the basis for the long-range planning and zoning efforts for the City. These documents provide insight, and both specific and general recommendations for the Post Office and/or the intent to encourage hotel development near the Hoboken Terminal. Other relevant policy documents, such as the 2010 Bicycle and Pedestrian Plan, 2013 Green Infrastructure Strategic Plan and the Redevelopment Plan for the adjacent Hoboken Terminal and Rail Yard Redevelopment Area, were also reviewed for policy recommendations with respect to this site. As shown in the following sections, the Hoboken Post Office Redevelopment Plan furthers and promotes a number of objectives outlined in the City's planning documents.

2004 MASTER PLAN

Master plan objectives relevant to the Hoboken Post Office Redevelopment Plan are listed by master plan element below.

COMMUNITY FACILITIES PLAN ELEMENT

The Community Facilities Plan Element of the 2004 Master Plan recommends the following:

Lobby the US Postal Service to relocate trucks from the main post office. *The existing Post Office and in particular its loading area occupy prime waterfront property at the entrance to Pier A Park. A new main postal facility with adequate space for vehicles should be created away from the core of the City in a less obtrusive location where trucks can come and go more freely. The existing building should be reused for public or institutional use, with a portion reserved for postal windows and post office boxes. The loading area facing the park could be redeveloped with an open space component, perhaps as an outdoor café area. The existing smaller post office facilities throughout the City should be maintained. The City should be prepared to assist the Postal Service with finding a substitute site with the adequate parking. The northwest quarter of the City would appear to offer the best and most cost-effective sites for what is ultimately a small distribution center.⁷*

LAND USE PLAN ELEMENT

The Land Use Plan Element, Part I recommended:

Encourage any future redevelopment of existing public buildings for public, cultural, and civic uses. *Hoboken has lost many of its former public buildings to reuse by the private sector. While this technique has perhaps saved some historic structures by providing financially viable restoration options, the City has many community facilities and recreation needs with limited space for development of such amenities. The continuing escalation in property values also has made it prohibitive for government acquisition of new facilities without significant subsidies or other market intervention. The City should*

protect its existing resources, and consider them for public reuse before losing even more of such facilities. Exceptions should be considered only when the high value of property warrants its sale, and the proceeds will support the purchase of community facilities elsewhere in Hoboken.⁸

The Land Use Plan Element, Part II recommended:

Diversify uses in the main Post Office building. The existing main post office building is architecturally distinctive. Its location is also convenient to many residents and workers in the area. However, the need to provide loading and truck parking results in the inefficient use of the block on which the post office is located. Moving the more "industrial" operations of the post office to another location with more space and better vehicular access could result in improvements to this area. Additional detail is provided in the Community Facilities chapter.⁹

Encourage hotels in the area near the Terminal. Providing overnight accommodations would increase activity in this area and provide a needed service for residents, businesses, and visitors. The design and nature of any hotel would need to be sensitive to the pedestrian-oriented character of the area. Any parking provided in conjunction with this use should be shared with other uses, possibly incorporating existing lots that could be converted to structured parking.¹⁰

Redesign the street system in the Terminal area. The current road network in this area accommodates a variety of trips, including passenger pick-ups and dropoffs, deliveries for local businesses, and through traffic. The streets around the Terminal should be redesigned to divert through-traffic around the area and improve pedestrian safety. Guiding principles for such changes, including possible modifications to traffic patterns, are shown on

park (as happens somewhat regularly on Newark Street at Hudson Place).¹¹

Figure 7: Terminal Area Circulation Concept from 2004 Master Plan

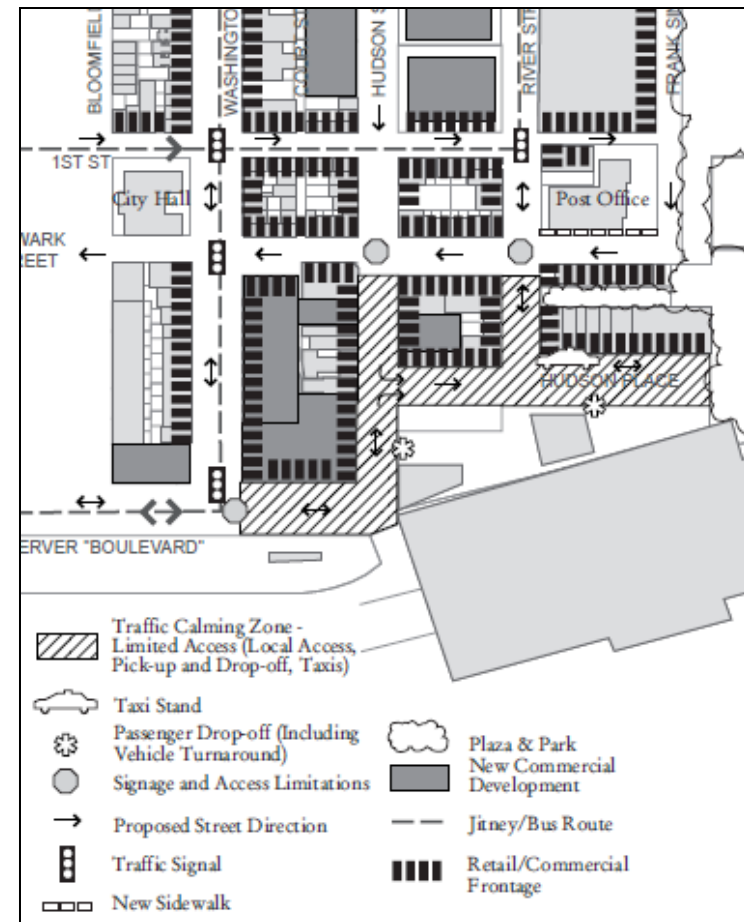


Figure 7. Other particular actions should include ensuring that sidewalks are made as wide as possible, with full-height curbs to prevent vehicles from pulling up onto sidewalks to load, unload, or

Figure 8: View from First Street looking east towards the waterfront.



ECONOMIC DEVELOPMENT PLAN ELEMENT

The Economic Development Plan Element recommends the following:

Promote overnight accommodations. *The generalized distribution of these uses is as follows: business hotels within walking distance of Hoboken Terminal, extended stay hotels north of Fourteenth Street, and bed and breakfasts in a limited area close to the Terminal in accordance with the specific regulations outlined in Part II of the Land Use Plan Element.*¹²

HISTORIC PRESERVATION PLAN ELEMENT

The Historic Preservation Element provides a listing of all properties and districts that have already been identified by various entities, including the New Jersey Historic Preservation Office, the City of

Hoboken and various private historic preservation consulting firms during the course of their investigations in environmental reviews, among others. It also includes properties that have been identified in previous surveys and later demolished, as well as properties outside previously surveyed areas that have been recommended for further evaluation.

The Post Office Rehabilitation Area is identified in Table VIII-4 of the 2004 Master Plan as a previously unidentified property needing further investigation for potential state register or national register eligibility, local recognition or neighborhood rehabilitation program eligibility.

Despite this, the Post Office Rehabilitation Area is located within the Southern Hoboken Historic District, (DOE 1980; SHPO Op. 1980, 1991; Local Cert. 1981): South of Fourth Street to the Ferry Terminal, including portions of Bloomfield, Hudson, Newark, River, Washington, First, Second, Third and Fourth Streets and Observer Highway.¹³

The Historic Preservation Element recommended the following:

Discourage the unnecessary demolition or other destruction of historic resources. *As Hoboken continues to be redeveloped, it is imperative that remnants of its past are not all removed. Existing structures can be reused or maintained, as noted above, even if not for their original purposes. Structures to be preserved include buildings as well as features such as signs, smokestacks, and other relics of Hoboken's industrial past.*¹⁴

Encourage proper maintenance of and reinvestment in buildings and structures within the City. *The high cost of restoring a building is sometimes cited as a reason why it should instead be demolished. This occurrence can be minimized by encouraging continual upkeep of older*

buildings. The City should encourage this practice, and assist as possible, whether through direct involvement or indirectly by helping obtain outside funding.¹⁵

Encourage contemporary building designs for new construction that complement Hoboken's historic buildings without mimicking them.

New development and redevelopment should take into account the surrounding context. However, it is not always desirable to have new construction consist solely of faux historical reconstructions. The City should enact standards for assessing the design of any proposed addition to or alteration of a structure located within a historic district or listed or found eligible for the New Jersey and/or National Registers of Historic Places, or any new construction on property occupied by a historic structure or within a historic district. A possible basis for these standards could be the criteria listed in Table VIII-5. To the greatest extent possible, these regulations should be applicable to applications to the Historic Preservation Commission, Planning Board, and Board of Adjustment.¹⁶

2010 REEXAMINATION REPORT

The 2010 Reexamination Report was adopted in March of 2011. The 2010 Reexamination Report notes changes to the City since the 2004 Master Plan and makes specific recommendations for both the City and the Post Office Rehabilitation Area.

The 2010 Reexamination Report notes the following in regard to the Post Office Rehabilitation Area:

“Diversify uses in the main Post Office building; move the more “industrial” operations of the post office to another location”.¹⁷ No discussions have occurred with the Post Office to determine if such a move is possible; no zoning actions have been taken.

“Encourage appropriate redevelopment of key underutilized sites; encourage hotels in the area near the Terminal”.¹⁸ No detailed examination of each underutilized site has been prepared as needed prior to making necessary amendments to the zoning ordinance.

2010 HOBOKEN BICYCLE & PEDESTRIAN PLAN

In December of 2010 the City of Hoboken Bicycle & Pedestrian Plan was approved. It was prepared to address concerns of walking and bicycling within Hoboken. The Post Office Rehabilitation Area is located within one of the four concept areas studied by the Hoboken Bicycle and Pedestrian Plan.

Page 22 of the Hoboken Bicycle and Pedestrian Plan includes an Existing Conditions, Opportunities & Constraints Map. The Post Office Rehabilitation Area is shown as missing its sidewalk along Newark Street. Additionally, the intersection of Newark Street and River Street is labeled “difficult intersection”.

The Hoboken Bicycle and Pedestrian Plan recommends a “painted intersection” for the intersection of Newark Street and River Street. According to the document, a painted intersection “is a mural that is painted by a community group on the pavement at an intersection. Painted intersections help give a community a sense of place. They may also help to slow traffic”.¹⁹

The recommendations map of the Hoboken Bicycle and Pedestrian Plan (Figure 10) illustrates where design improvements should be made to Hoboken's current transportation system. For the Post Office Rehabilitation Area the recommendations include:

- Painted intersection for River Street and Newark Street
- Priority intersection improvements for the intersection of River Street and Newark Street

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- Complete gap in sidewalk along Newark Street
- Convert the existing on-street angled parking to back-in angled parking

Finally, the enhanced bike network map of the Hoboken Bicycle and Pedestrian Plan illustrates planned bicycle facilities. River Street and Newark Street along the Post Office Rehabilitation Area are recommended for bike lanes. First Street is recommended to have a street with shared lane markings.

This Redevelopment Plan has the ability to implement some of the aforementioned recommendations, such as constructing the missing sidewalk and enhancing the pedestrian and bicycle network.

2013 GREEN INFRASTRUCTURE STRATEGIC PLAN

The Green Infrastructure Strategic Plan is a Together New Jersey Local Demonstration Project. The City of Hoboken's waste water treatment plant is overtaxed by storm flows, which leads to combined sewer overflows. According to the report, this occurs, on average, five times per month.²⁰ The report focuses on creating a framework for green infrastructure on a district by district basis.

The Green Infrastructure Strategic Plan divides the City into three "zones", Blue, Green and Gray. The Blue Zone wraps around the western and southern edges of the City, the Green Zone is in the center and the Gray Zone covers the downtown area and riverfront. The Post Office Rehabilitation Area is located in the Gray Zone. The Gray Zone cannot infiltrate stormwater efficiently due to the shallow depth to bedrock; therefore, it is most appropriate for above-ground best management practices, which include:

- Green roofs
- Stormwater tree pits, subsurface storage

- Stormwater planters
- Permeable pavements
- Rainwater harvest and reuse

It is possible that the Post Office Rehabilitation Area can implement some of the aforementioned above-ground best management practices.



Figure 9: View of Post Office from the intersection of River Street and Newark Street, looking east.

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Figure 10: Excerpts from Bicycle & Pedestrian Plan – Enhanced Bike Network Map and Recommendations Map, with map legend.

Excerpt of Enhanced Bike Network Map, zoomed to site



Excerpt of Recommendations Map, zoomed to site



LEGEND

EXISTING CONDITIONS

| | | | | | |
|--|---|--|--------------------------|--|--------------------|
| | BIKE PATH (physically separated from motor vehicle traffic) | | RAIL STATION | | ANGLED PARKING |
| | BIKE LANE (5' lane for preferential use by bicyclists) | | FERRY TERMINAL | | BRIDGE |
| | ROAD WITH SHARED LANE MARKINGS (road right-of-way shared by cyclists and motor vehicles) | | BUS TERMINAL | | ACTIVE RAILROAD |
| | EXISTING TRAIL (Hudson River Waterfront Walkway) | | CITY HALL | | COBBLESTONE ALLEY |
| | EXISTING BIKE RACK | | POLICE STATION | | PLANTED MEDIAN |
| | BIKE SHOP | | MUNICIPAL PARKING GARAGE | | PARK |
| | ONE WAY STREET | | HOSPITAL | | SCHOOL |
| | | | LIBRARY | | UNIVERSITY |
| | | | POST OFFICE | | COMMERCIAL PARCEL* |

RECOMMENDATIONS

| | | | |
|--|-------------------------------------|--|--|
| | PRIORITY INTERSECTION IMPROVEMENTS | | BIKE CYCLE LANES ON WASHINGTON ST (with colorized advance bicycle boxes & through bicycle lanes at intersections) |
| | PAINTED INTERSECTION | | TWO WAY BIKE PATH or CYCLETRACK (along Observer Hwy's eastbound frontage "Vezzetti Way" & along the north side of Newark St between Grove St & Madison St) |
| | PEDESTRIAN SCRAMBLE | | COMPLETE GAPS IN SIDEWALK |
| | BLOCKBUSTER | | TRAFFIC CALMING |
| | BIKE CYCLE BOX | | COMPLETE GAPS IN HRWW |
| | BIKE CYCLE PRIORITY ST/ "BIKE BLVD" | | GATEWAY TREATMENT |
| | | | CONCEPT AREA |
| | | | CONVERT TO BACK-IN ANGLED PARKING |

HOBOKEN YARD REDEVELOPMENT PLAN

On December 16, 2014 the Hoboken Yard Redevelopment Plan was adopted. The boundaries of the Hoboken Yard Redevelopment Plan are just one block south of the Post Office Rehabilitation Area. Numerous circulation improvements are proposed in and around the Hoboken Yard Redevelopment Area, including along streets within the Post Office Rehabilitation Area, to improve mobility for all modal types - walking, bicycling, taxis, shuttles, cars, and buses.

The Hoboken Yard Redevelopment Plan provides several circulation concepts/alternatives that are designed to improve pedestrian circulation and safety. They include opportunities to reconfigure the existing location of taxi cab stands, jitney bus stops, bicycle lanes, support facilities, vehicular drop off areas, pedestrian sidewalks, and crossings to improve pedestrian and vehicle conditions near the Terminal. Specific to the Post Office Rehabilitation Area, the Plan proposes:

1. The evaluation and reconfiguration of existing traffic directions on multiple streets in the vicinity of the Plan area, including Newark Street.
2. Some transportation functions, such as drop-off/pick-up areas for jitneys, shuttles, or other use are to be accommodated on Newark Street within the Post Office Rehabilitation Area.

The final circulation plan for the Terminal area will be decided when the City and the designated Redeveloper enter into a Redevelopment Agreement. However, any development proposal within the Post Office Rehabilitation Area should also include the

transportation improvements promoted in the Hoboken Yard Redevelopment Plan.

CONCLUSION

The Hoboken Post Office Redevelopment Plan is substantially consistent with the City of Hoboken's 2004 Master Plan, 2010 Reexamination Report, 2010 Bicycle & Pedestrian Plan and Green Infrastructure Strategic Plan; the Redevelopment Plan furthers a number of objectives that the City has set for historic preservation, redevelopment and economic development.

RELATIONSHIP TO OTHER PLANS

This section of the report discusses any significant relationship of the Hoboken Post Office Redevelopment Plan to the master plans of contiguous municipalities, the master plan of Hudson County and the State Development and Redevelopment Plan. This is a requirement of the LRHL intended to link redevelopment planning to regional planning goals and objectives.

PLANS OF ADJACENT COMMUNITIES

The City of Jersey City borders Hoboken to the south. Between the Post Office Rehabilitation Area and the municipal boundary is the Hoboken Yard Redevelopment Area. The area of Jersey City that borders the Hoboken Yard Redevelopment Area is zoned for residential and commercial uses. As the Post Office Rehabilitation Area is not immediately adjacent to Jersey City, the Redevelopment Plan's adoption will not impact Jersey City's Master Plan.

HUDSON COUNTY MASTER PLAN

Hudson County adopted a Master Plan Reexamination in August 2008, which updated, amended and supplemented the 2002 Hudson County Master Plan to address issues such as climate change, flooding, sustainability, etc. that had arisen since 2002. The County adopted the 2016 Master Plan Reexamination Report in February 2017.

The Hoboken Post Office Redevelopment Plan promotes the following goals of the Hudson County Master Plan:

Land Use Goals

LU-7 Promote a street-level small businesses Vibrancy Program to activate sidewalks, attract prospect businesses, and catalyze public spaces.

LU-8 Encourage municipalities to incentivize green stormwater solutions through strategies such as performance zoning that would allow greater densities in exchange for implementing BMPs on-site.

LU-10 Encourage zoning and land uses that are compatible with flood zone designations and regulations.

LU-14 Promote increased density and transit-oriented development around key transportation hubs such as Secaucus Junction, Journal Square, and stations along the HBLRT.

Circulation

C-9 Provide technical guidance and financial resources through grants to Hudson County municipalities to encourage the integration of green stormwater infrastructure into streetscape design.

C-10 Encourage flexibility in roadway design from NJDOT standards and incorporate National Association City Transportation Official (NACTO) design guidelines where possible. Use the Urban Street Design Guide, Urban Bikeway Design Guide, and Transit Share Design Guide as resources.

C-19 Ensure county roads are well maintained, including stormwater drains, to mitigate the impacts of flooding and can be utilized for emergency access and evacuation.

C-44 Ensure that roadway improvements include at least the minimum provisions for bicyclists, such as “sharrows” or signage like “Share the Road” or “Bikes may use full lane”.

C-45 Continue to advance projects that address missing links for key greenways throughout Hudson County. These greenways include the Hudson River Waterfront Walkway, Hackensack River Waterfront Greenway, Passaic River Waterfront Walkway, East Coast Greenway, and the Liberty-Watergap Trail.

C-48 Encourage the inclusion of secure bicycle racks/lockers/depos at major employment centers and development nodes. Consideration should also be given to provide secure and/or indoor storage as well and shower and changing facilities for commercial and institutional uses.

Infrastructure Recommendations

I-2 Identify areas where current utility infrastructure is not sufficient for future development.

I-3 Encourage the use of new technologies and GSI techniques to improve infiltration of ground water.

Conservation Checklist

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CO-21 Encourage the development and certification of LEED certified buildings to help reduce consumption and energy usage.

CO-22 Discourage development or disturbance in floodplains and flood hazard areas.

CO-27 Increase the number of trees planted throughout Hudson County.

Historic Preservation Goals

HP-4 Maximize access to cultural and historic facilities and districts through public transportation and pedestrian walkway improvements through the implementation of Street Typologies in Historic Districts and at historic sites.

HP-10 Encourage the adaptive reuse of historically significant structures, districts and sites.

HP-11 Encourage the use of façade easements to preserve the appearance of historic buildings.

Economic Goals

E-10 Encourage the construction of additional cultural and recreational amenities such as hotels, convention centers and waterfront walkways to build on the region's tourist industry.

E-40 Promote the use of flood-resistant material and construction above ABFE by new businesses locating within a flood hazard area.

NEW JERSEY STATE PLAN

The State Strategic Plan is the revision to the 2001 State Development and Redevelopment Plan. The document sets forth a

vision for the future of New Jersey along with strategies to achieve that vision. The State Strategic Plan was intended to be adopted by the State Planning Commission in November 2012, but was postponed due to Super Storm Sandy. The Commission is revising the document to incorporate disaster planning goals in light of Super Storm Sandy.

The draft final State Strategic Plan has four overarching goals along with ten "Garden State Values". This Redevelopment Plan has the ability to advance five of the ten values:

- **Concentrate development** – promote development that is compact, build densities that support walking and public transportation.
- **Prioritize redevelopment, infill and existing infrastructure** – prioritize redevelopment and the reuse of existing sites and structures.
- **Increase job and business opportunities** - provide opportunities for investments near infrastructure and transportation, support economic growth.
- **Create high-quality, livable places** – enhance community character and design, especially in historic area, by reusing significant buildings.
- **Provide transportation choice** – provide transportation options that improve access and affordability for all users.²¹

It should be noted that the Hoboken Post Office Redevelopment Plan as written is in compliance with the 2001 State Plan.

VI. REDEVELOPMENT PLAN

This chapter of the Hoboken Post Office Redevelopment Plan (“Redevelopment Plan”) provides the land use and design requirements for the redevelopment of the Post Office Rehabilitation Area. The City engaged the services of the Hospitality Real Estate Counselors (HREC), Brooklyn, New York, to advise it regarding: (i) the type of hotel suitable for the Post Office Site; (ii) spatial programming considerations; (iii) room rates to be achieved for financial success; (iv) viability of a luxury hotel at the site; (v) ground floor utilization; and (vi) building size considerations.

The Redevelopment Plan regulations set forth herein are intended to result in the development of a new hotel that will enhance the downtown waterfront experience with a design described as follows:

The main hotel entrance for pedestrians and vehicles will be from Newark Street. Pedestrians will access the site safely from all points, on new sidewalks to be constructed along First Street, Sinatra Drive and Newark Street. Guests that arrive by car will access a porte cochere, via a driveway from Newark Street. This area will be located fully on-site and will serve as covered, temporary parking for guest arrival/departure and for the required hotel valet service. The hotel circulation shall be designed to minimize conflict between hotel traffic, pedestrians, bicyclists, and vehicle traffic from Newark Street businesses and uses (including the Post Office), and any bus or jitney staging areas to be located on Newark Street. Aside from these short-term parking spaces, all of the required parking for the hotel may be satisfied through the implementation of long-term, off-site parking agreements established with nearby parking facilities.

Building architecture at the street level should be designed to enhance the pedestrian experience, with fenestration (the arrangement of windows and doors), signage, lighting, and architectural features built to a pedestrian scale. With the building set back from Newark Street, as required, the street will better open up and create an enhanced visual gateway to the waterfront.

As it rises above the base, the architecture of the building shall be designed with a series of stepbacks to create an interesting skyline profile and multiple open-air outdoor spaces, reducing the bulk of the building, most critically along the waterfront frontage. The stepback requirements are designed to narrow the building and maximize light, air and open space along the City’s easterly skyline and minimize the building’s shadow impact on the City landscape and Pier A Park.

Newark Street shall be redesigned to improve the experience of visitors making their way to and from the waterfront and Hoboken Terminal. There will be wide sidewalks on both sides of the street, some parallel parking, new street trees and beautiful streetscape features that add greenery to the area. The new street design may require a one-way configuration to be able to accommodate these improvements and the staging area for shuttle buses relocated here from Hudson Place as part of the Hoboken Yard Redevelopment Plan.

Pedestrian amenities at the base of the building on the Newark Street and Sinatra Drive frontages shall create a plaza feel and a natural extension of the waterfront walkway. Pedestrian amenities can include landscaping,

planters, seating, art, or other items of visual interest and pedestrian utility. If possible, retail space that is designed in accordance with the City's Flood Hazard Protection Ordinance (Chapter 104 of the Hoboken City Code) will create a bustle of activity along the Sinatra Drive frontage. Outdoor seating that provides views to the waterfront would also be appropriate for this area.

More than a source of lodging for the City, the hotel will include numerous amenities that will benefit the Hoboken public. The new banquet space incorporated into the hotel will fill a need for additional event space in Hoboken, which will benefit local businesses, residents, and groups looking for more event space options. The hotel will also have one or more restaurants and one or more rooftop bars that will be open to the public. The outdoor, open-air space facing the waterfront is a highly desirable resource in Hoboken, and will now be available to the public to enjoy. It is also recommended, although not required, that the hotel make its other amenities, such as meeting rooms, gym, spa, etc. available to the public on a fee-for-use basis.

The interior design of a hotel is typically based on the requirements of a hotel operator. The hotel proposed for the Post Office site should have a design theme that embraces the City of Hoboken and its unique culture. An example of this is the Starbucks on Washington Street (Figure 11), where the wall art tastefully depicts areas of Hoboken, creating a local feel, despite being a multi-national company. A hotel that stands at the entrance to the Terminal and the Waterfront should create an ambiance that is unique and iconic to Hoboken.



Figure 11(a) and (b): The interior design of the Starbucks on Washington Street embraces its Hoboken presence with artwork depicting Hoboken sites

LAND USE & DEVELOPMENT REQUIREMENTS

This Redevelopment Plan has been designed to create an overlay zoning district for the Post Office Rehabilitation Area. The specific land use and development requirements that are applicable to the entire Post Office Rehabilitation Area are outlined in the following sections.

A. Principal permitted uses

- (1) Hotels
- (2) Retail as a mixed-use component of a hotel
- (3) Public buildings and uses, including governmental buildings, administrative offices, parks and plazas

B. Permitted accessory uses

- (1) Signs
- (2) Other customary accessory uses which are clearly incidental to the principal use, including, but not limited to, fitness centers, spas, pools, restaurants, lounges, bars, meeting/conference rooms and banquet rooms

C. Hotel Use Requirements

- (1) Restaurants, cafes, and bars in the hotel must be open to the public.
- (2) Rooftop space must be open to the public, including any outdoor restaurant, bar, or other use on the rooftop.
- (3) Any hotel at this location should consider making meeting rooms, boardrooms, a fitness center, pool, spa or other hotel amenity available to the public on a fee for service-basis.

D. Area and bulk regulations

- (1) Minimum lot area – 5,000 square feet
- (2) Minimum lot width – 50 feet
- (3) Minimum lot depth – 100 feet
- (4) Min/Max Building Setbacks (in feet):
 - a. *Newark Street property line*:
 - At grade: An adequate distance, as agreed to by the City in a Redevelopment Agreement, to safely accommodate a porte cochere for vehicle circulation, which shall be located entirely on site.
 - Upper: 10 feet min., plus the required setbacks as provided for in Section D (8) “Building height setbacks and cantilevers” below.
 - b. *Sinatra Drive property line*: 0 feet min. to 10 feet max. and approximately aligned with the existing buildings to the north.
 - c. *First Street property line*: Approximately aligned with the existing (bank) building on Lot 2 to the west (within +/- 5 feet).
 - d. *River Street property line*: 0 feet min. to 10 feet max.
 - e. *Other buildings (non-Post Office)*: 12 feet min.
- (5) Building coverage – 80%

The base coverage for the CBD District for commercial development is 80% and for the CBD(H) District is 60%. Given this context, the overlay for a hotel in this Plan will permit building coverage equal to 80% of the hotel site area. For the purposes of calculating building coverage,

areas of the hotel lot that extend into adjacent street right-of-ways, or where there may be existing easement agreements (i.e., for sidewalks, street access or parking), shall not be counted as part of the “building coverage lot size,” when used as the denominator in the building coverage calculation.

(6) Open space / Pervious coverage – 10%

An area equal to 10% of the hotel lot must be provided as pervious coverage either on site (e.g., within a vegetated green roof or planting area) or off-site (e.g., as green infrastructure within the streetscape) or as some combination of on- and off-site techniques so long as the impervious mitigation requirement is specifically designed to treat and attenuate storm water runoff and is approved by the City through the preparation of a redevelopment agreement. The City may also consider a contribution by the developer to the City, in an amount not less than the cost to design and install a City Stormwater Management Best Practice (“BMP”) for an equally sized area as recommended in the Hoboken Green Infrastructure Strategic Plan, to meet this requirement.

(7) Maximum building height and Gross Floor Area (GFA)

The City took a careful approach to determining hotel height and size requirements at this site; any building constructed at this site will become part of the City’s iconic waterfront skyline for decades to come. As such, the City considered a number of factors, including: the size and shape constraints of the site; the spatial programming requirements needed for a successful hotel (i.e., number of rooms, sufficient meeting space, restaurants, and other amenities); the prevailing size of nearby waterfront

buildings; development allowances for the adjacent Hoboken Terminal Redevelopment Area; the impact a waterfront building will have on air, light and open space; and the shadow impacts on nearby public park and open space. The building height requirements are described in the following paragraphs; however, through the preparation of a Redevelopment Agreement, the City may evaluate design proposals that necessitate deviating from these requirements in order to achieve a design that creates the least possible shadow impact on Pier A Park, and/or provides other substantial benefit to the City to further the Plan’s goals and objectives. However, in no case shall the building exceed the maximum habitable or architectural height limitations.

Design Flood Elevation (DFE):

Building height is measured from Design Flood Elevation (DFE) as established in the City’s Flood Damage Prevention Ordinance and the City’s adopted Flood Map. Per the Ordinance and Map, a portion of the site is in the “V Zone” (where DFE is at 15’ plus 2’ of required freeboard), and part of the site is in the “Coastal A Zone” (where DFE is at 13’ plus 2’ of required freeboard.) This Plan assumes that the average grade elevation is approximately 7 feet. As such, to estimate the building height “from grade,” we need to add an additional 10 feet to the DFE (i.e., 17 feet DFE for V Zone minus 7 feet elevation at grade.)

Habitable Height:

The maximum height to the roof of the tallest occupied floor of the hotel shall be 260 feet from DFE, subject to the “step-back” requirements in Section D(8) below. From

grade, the habitable height is approximately 270 feet. This equates to a hotel building of approximately 24 usable stories, as all usable floors must be above DFE and it is expected that at least two floors above DFE will have double-height ceilings or mezzanine levels (e.g., lobby floor, banquet hall). (For reference, the habitable height of the nearby W Hotel is 265 feet, with 27 stories above ground.)

Architectural height:

The maximum height to the absolute highest point of the building, including the enclosed rooftop mechanical equipment and architectural features, shall be 280 from DFE, subject to the “step-back” requirements in Section D(8) below. From grade, the architectural height is approximately 290 feet. (For reference, the architectural height of the W Hotel is 313 feet; the height to the tip of the “W” sign on that hotel is 333 feet.)

Rooftop equipment:

Any rooftop equipment shall be enclosed and screened from view. Rooftop equipment shall occupy no more than 25% of the tallest portion of the roof and, if possible, shall be located in the northwest portion of the roof closest to First Street. Rooftop enclosures shall be creatively designed to minimize visual impact.

Gross floor area (GFA) above DFE:

The hotel shall contain a maximum of 170,000 square feet of GFA, where GFA shall be calculated as the gross horizontal area of all floors of the hotel measured from the interior perimeter walls, but not including cellar space,

floor space in open balconies, elevator or stair bulkheads and mechanical spaces. However, the GFA calculation shall include all hotel corridors and circulation, mezzanine space, back of the house space, and front of the house space, for example.

Shadow Study:

As part of any development proposal for this site, the redeveloper shall submit a Shadow Study that demonstrates how the building will create shadows as the sun sets in the afternoon on the City and Pier A Park. The Study shall consider shadow impacts for at least 3 days at the height of the spring, summer and fall seasons, and shall take into consideration the Palisade Cliffs to the west. The building should be designed to minimize shadow impact on Pier A park.

(8) Building height stepbacks and cantilevers

The maximum height and square footage provisions, as per the previous section, are permissible only where a building is constructed with these “stepback” requirements. The height allowance is based on a building “stepping back” from Newark Street in order to create a narrow structure along the easterly, waterfront frontage. Recognizing the square footage demands of certain spatial programming requirements for a successful hotel (e.g., appropriate room counts, meeting space, restaurant space, event space, etc.), the City allows the building to reach the heights outlined in the previous section, so long as the following stepbacks are provided.

The hotel shall incorporate multiple building height stepbacks to create usable outdoor space (e.g., roof balconies or decks); to achieve a visually interesting structure against the City's waterfront skyline; to create more light, air and open space along the skyline; to open up the view corridor from Newark Street; and to minimize the impact of building shadows on the Cityscape below and Pier A Park.

Stepback from Newark Street:

By a height no greater than 85 feet above DFE, the building shall step back a minimum of 20 feet from Newark Street, or 10 feet back from the floor immediately below, whichever is greater.

By a height no greater than 160 feet above DFE, the building shall step back a minimum of 80 feet from Newark Street, so as to create a single, narrow structure closest to the First Street side of the site.

Between the required stepbacks at 85' DFE and 160' DFE, the building shall step back a minimum of 10 feet at least one additional instance, unless the City determines through the preparation of a Redevelopment Agreement that a design without this additional stepback presents a better design outcome.

Stepback from Newark Street or Sinatra Drive:

At least one building stepback shall create a large, open-air roof deck for public use that contains usable roof space that is at least 20 feet wide.

Figure 12 and Figure 13 illustrate how these stepback requirements can achieve a more narrow structure to meet the City's objectives.

Cantilever / Overbuild:

A hotel is permitted to be constructed over a portion of the existing Post Office building (e.g., cantilever or built on support structures). The additional floor area gained from a cantilever would allow for design efficiencies and a preferable configuration for hotel operators (e.g., double-loaded corridors verses single-loaded corridors; larger rooms/facilities; more rooftop square footage for event space, green roofs, rooftop pool or other open-air amenity; etc.) which create cost savings for building operations and maintenance. The hotel developer would need to pursue acquisition of Air Rights from the Post Office for this purpose. Future development over any portion of the Post Office building will not be permitted for any non-post office operation, except for a cantilevered hotel as originally constructed.

Figure 14 and Figure 15 show examples of buildings constructed with a cantilever; Figure 14 shows a building cantilevering over a United States Post Office building.

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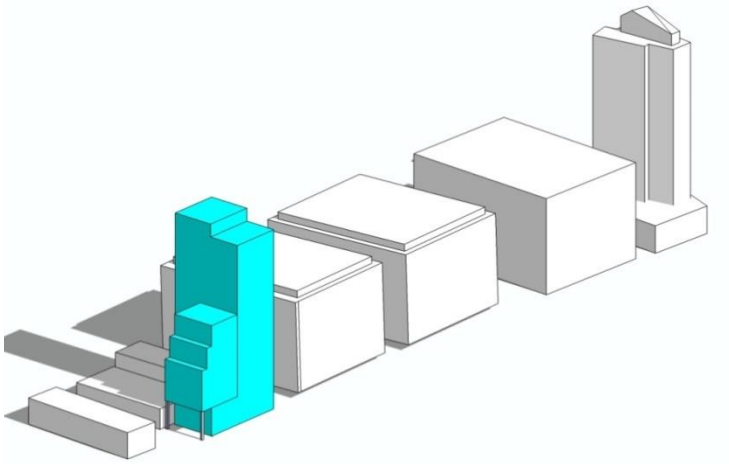


Figure 12: Example of a hotel massing in order to meet the required step-backs and create a more narrow structure along the east-west frontage.

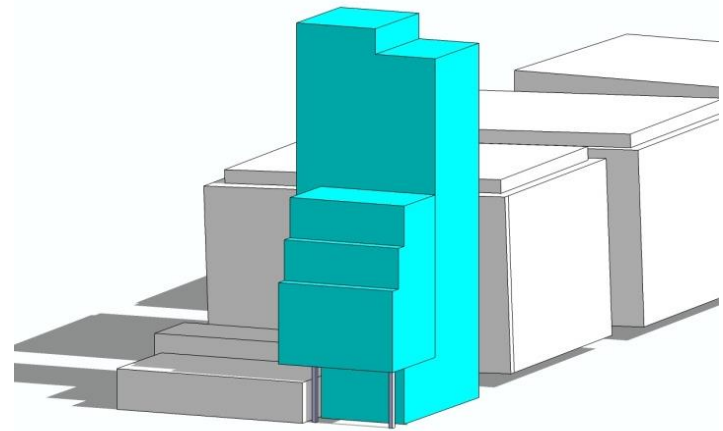


Figure 13: Example of a hotel massing that cantilevers over the rear portion of the existing Post Office building.



Figure 14: Example of a new building being constructed which cantilevers over an existing Post Office building in New York City.



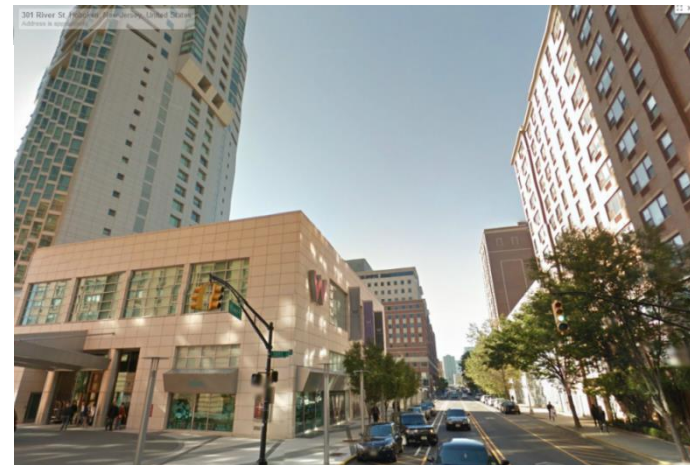
Figure 15: Isis Condominium at 303 East 77th St, NYC cantilevers 8 feet over the roofs of two buildings, from which it needed to acquire air rights. "While more expensive to develop, the benefits include 360-degree views, more spacious units, abundant light and higher resale value."

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Figure 16: Aerial of Hoboken CBD with waterfront building heights.

Figure 17: Street view of the W Hoboken Hotel, the only other significant full service hotel in Hoboken. The “W” is 27 stories and has a habitable height of 265 feet.¹



TRAFFIC CONTROL, PARKING & LOADING

A Traffic and Parking Study to analyze hotel redevelopment at the Post Office site was prepared for the City of Hoboken by Maser Consulting (“Maser Traffic and Parking Study”), as part of this redevelopment planning effort.²² Many of the parking and circulation requirements in this section are based on the recommendations from that Study.

A. Traffic Control

Because this Redevelopment Plan is an overlay for a specialized development that only applies to a full-service hotel, the traffic and parking impacts on the street network will be spread out over the course of a longer period than other permitted uses, such as office or restaurant, and more comparable to an evening-weekend use such as residential. More importantly, the Hoboken Terminal is located approximately one block south of the Hoboken Post Office site. Due to this proximity it would be expected that a significant portion of patrons to the site would utilize public transportation, thereby reducing automobile trips. However, actual reduction in trip generation from the development of a hotel must be supported by factual evidence in a traffic study.

It is also relevant that traffic signal control was recently installed at the intersection of Newark Street and River Street (southwest corner of the subject area) to address previously identified substandard traffic conditions. Future traffic improvements in the area may be required and a contribution may be negotiated as part of a Redevelopment Agreement under this Redevelopment Plan.

B. Parking

(1) Existing Parking Supply

In the vicinity of the Post Office Rehabilitation Area the existing parking supply includes on-street parking, private parking garages and City garages. Metered and permit on-street parking exist along River Street, Hudson Street, Newark Street and 1st and 2nd Streets. There are also several private parking facilities nearby, including the SJP Garage at 111 River Street, across from the site. As provided for below, off-site parking agreements to meet a portion of the parking needs of the Rehabilitation Area uses, including the Post Office and future hotel, must be with private parking facilities.

While not to be used to meet required parking, it should also be noted that there are three primary public parking garages in the vicinity of the Post Office Rehabilitation Area which include:

- City Garage B - located on the south side of 2nd Street between Hudson Street and River Street. This garage contains a total of 829 parking spaces for monthly and hourly parking.
- City Garage D – located on the south side of 3rd Street between Hudson Street and River Street. This garage contains a total of 488 parking spaces for monthly and hourly parking.
- City Garage G – located on the south side of 4th Street between Hudson Street and River Street. This garage contains a total of 486 parking spaces used for monthly parking only.

City Garages B and D serve a critical public safety purpose for the City whenever on-street parking is constricted, or anticipated to be affected, by flooding or snow. Monthly users and hourly users inundate the garages during these events, and the City considers the availability of parking for its residence a top safety priority. Again, City's garages may not be used to meet required parking for any uses in the Post Office Rehabilitation Area.

In addition, the City of Hoboken had, in the past, provided for easements within Newark Street and Sinatra Drive to accommodate the operation of the Post Office, including parking. With the anticipation of the redevelopment of a portion of the current Post Office site for hotel use, the easement along Newark Street shall be terminated as part of the redevelopment agreement and the parking and loading spaces within the existing parking lot and easements shall be accommodated on site or through off-site parking agreements with private parking facilities. The new design shall restore a pedestrian connection between River Street and the waterfront promenade at Pier A Park along Newark Street. The loading areas for the Post Office and hotel, as well as the hotel entrance and temporary parking required in Table 1 shall be designed so as to accommodate pedestrian movement between River Street and the waterfront promenade.



Figure 18: Google Earth image of Newark Street, showing use of the public right-of-way for Postal Service parking granted through an easement by the City. This Plan requires removal or reconfiguration of this parking to create wider sidewalks and restore a pedestrian connection between River Street and the waterfront.

(2) Parking Standards

The parking requirements for redevelopment at this site must consider all site uses:

- **Post Office:** existing and future employees, visitors, delivery vehicles, loading, truck storage;
- **Hotel:** employees, hotel guests, event space (banquet hall) users, visitors to restaurants, bars, spas, etc. deliveries;
- **Retail:** employees and shoppers.

Off-street parking standards for different types of land uses are provided by standard publications, such as the Institute of Transportation Engineers (ITE) Parking Generation handbook. Parking standards are also adopted by the City of Hoboken in its zoning code. However, to

understand the anticipated parking demands generated by all uses at this site, and to develop parking requirements based on local conditions (urban context, availability of mass transit, etc.), the City contracted with Maser Consulting to prepare a Traffic and Parking Study.

a. Hotel Parking.

The ITE Manual indicates hotel facilities can expect approximately 0.61 to 1.94 vehicles per available room, although these ratios are based on nationwide averages, and do not distinguish between hotel type or setting (urban, suburban, rural).

The Maser Study assessed the actual parking utilization at the W Hotel, just three blocks away at 225 River Street, as a way to predict potential parking demand for a hotel at the subject site. The Maser Study found that the hotel was parked at a rate of 0.24 vehicles per available room when all rooms were occupied. The Study recommends a parking supply for a hotel at the subject site that accommodates approximately 15% to 25% of maximum occupancy. The Study also recommends temporary parking spaces be provided to accommodate guest check-in, check-out, valet, shuttle and/or taxi service.

Hotel uses can also contain complimentary uses within the hotel facility such as restaurants, spas, banquet rooms and/or meeting facilities. These uses can generate additional parking demand for the overall hotel facility, but as complimentary use it would be expected that many of the people visiting these uses would also be staying at the hotel and therefore

would already be counted in the parking generation for the hotel.

Hotel parking requirements are as follows:

- i. Off-street parking for hotel uses shall be provided in accordance with the table below.
- ii. Valet service shall be provided for hotel guests and visitors entering and leaving the hotel; The Hotel will be required to utilize valet service to bring guests to and from parking garages.
- iii. Parking shall be secured in a private parking garage within a walking distance of 1,000 feet from the main building entrance. Spaces must be secured for the exclusive use of the hotel, as described in paragraph (iv) below.
- iv. A long term instrument, such as a deed, easement or lease agreement that secures the required parking in accordance with item (iii) above, shall be a requirement of the Redevelopment Agreement and will be subject to the approval of the Mayor and Council, acting as the Redevelopment Entity prior to execution of the Redevelopment Agreement and submission of an application for Site Plan Approval to the Hoboken Planning Board.

b. Post Office Parking.

The Maser Traffic and Parking Study also evaluated parking needs for the Post Office facility. The Post Office requires parking to accommodate its

approximately 100 employees operating over three shifts; at least 20 delivery trucks (including tractor trailers); and Post Office customers. Post Office parking requirements are as follows:

- i. Off-street parking for Post Office uses shall be provided in accordance with Table 1.
 - ii. Required parking for the Post Office uses may be satisfied on-site, if the design meets the approval of the City, or secured in a private, off-site parking garage in accordance with the provisions of B(1)a.i.1.a.iii and B(1)a.i.1.a.iv above.
 - iii. Post Office vehicles shall not park on the street.
- c. Retail Parking.
- i. Retail space that is less than 5,000 square feet does not require additional parking to be provided.
 - ii. Where retail exceeds 5,000 square feet, parking shall be provided as required by the City at the time of negotiation of a redevelopment agreement.
- d. On-street Parking.
- Any on-street parking must be parallel parking (not angled parking), so as to allow adequate space in the right-of-way to accommodate new pedestrian and bicycle infrastructure.
- e. Required Parking Study & TDM Plan.
- i. The redeveloper will be required to submit a parking study to determine exact off-street parking needs for all uses on the site. This parking

study should identify any potential parking ratio reductions through employment of a Transportation Demand Management (TDM) Plan.

- ii. The Post Office Rehabilitation Area is just one block north of the Hoboken Terminal. Redevelopment of the area will benefit from maximizing the use of transit and minimizing the use of the automobile. Therefore, in addition to careful planning for parking and loading needs, this Redevelopment Plan requires the development and submission of a Transportation Demand Management Plan prior to approval of a Redevelopment Agreement. The TDM Plan shall demonstrate how the site will support the use of public transportation and provide car sharing opportunities (e.g., zip car, bike share, etc.) for their patrons to reduce vehicle trips and parking generation of the development. The specifics of the TDM Plan, including allowances for reduction in parking ratios, will be addressed in the Redevelopment Agreement.

Table 1 Parking Requirements

| Use / Type | Parking Space Requirement | Location |
|-------------------------------|---|-----------------|
| Post Office | | |
| Employees | 2.0 per employee per maximum shift; Min. 45 | On or Off-Site* |
| Mail delivery trucks | Min. 20 spaces | On or Off-Site* |
| Loading | Min. 8 bays | On-site* |
| Hotel | | |
| Guest Rooms | 1 per 4 guest rooms | On or Off-Site* |
| Temporary/valet | Min. 5 spaces | On-site |
| Restaurant, Bar, Banquet Hall | None Required | -- |
| Loading | Min. 1 bay | On-site* |
| Retail | | |
| Less than 5,000 SF | None Required | -- |
| 5,000 SF or more | TBD per Agreement | On or Off-Site |

*Required parking may not be satisfied on-street.

C. Loading

- (1) Off-street loading shall be provided for both the hotel and Post Office uses, with a minimum of eight (8) loading bays to be provided for the post office and at least one (1) loading bay to be provided for the hotel, subject to final review and approval by the City's traffic consultant.

- (2) The off-street loading area shall be of sufficient size and design to accommodate the deliveries of the Post Office and hotel facilities on the site without the use of Newark Street except for access.
- (3) All loading activities shall take place within the interior of the building and shall be screened from view.

D. Circulation Plan

The existing traffic pattern allows for bi-directional travel along River Street and Newark Street, one-way northbound travel along Sinatra Drive, and one-way east-bound travel along First Street.

A Circulation Plan for the entire Post Office Rehabilitation Area must be submitted to the City prior to approval of a Redevelopment Agreement. The Plan should improve the circulation for all users, including motorists, truck traffic and loading, bicyclists, pedestrians and pick-up/drop-off vehicles (e.g., taxis, shuttles, etc.) The developer may consider configuring Newark Street to one-way travel, reconfiguring on-street parking layouts, and other strategies to create space for a bicycle promenade to the waterfront, wider sidewalks and streetscape improvements, and staging areas for loading vehicles and pick-up/drop-off traffic. The Circulation Plan shall also consider that, as part of Hoboken Terminal area improvements associated with the Hoboken Yard Redevelopment, Newark Street in this location may need to accommodate some transportation functions that are currently being accommodated on Hudson Place, such as providing a staging location for shuttle vans or other needed function. The Circulation Plan shall encompass all of these needs for the entire block length of Newark Street; particular attention shall also be paid to improvements within the rights-

of-way along Sinatra Drive and First Street to accommodate these objectives.

E. Driveway Design

- (1) The design shall incorporate an area for passenger unloading, drop-off and pick-up. An area for the stacking of at least five (5) vehicles for short-term/valet/temporary parking must be provided.
- (2) All short-term parking spaces must be provided on-site and not within the City's right-of-way.

F. Streetscape & Pedestrian Accessibility

- (1) Sidewalks shall be provided along all street frontages.
- (2) All sidewalks shall be a minimum of five feet wide, with final determination made within the Redevelopment Agreement. At a minimum, a new sidewalk will need to be installed along both sides of Newark Street and the westerly side of Sinatra Drive; and the existing sidewalk along First Street adjacent to the Post Office will need to be widened.
- (3) All sidewalks shall be designed to provide access for the physically disabled.
- (4) Access ramps shall be conveniently placed and sloped to provide easy connection to streets and sidewalks, in conformance with the Americans with Disabilities Act.
- (5) The design of the sidewalk and streetscape shall be determined as part of a Redevelopment Agreement, but shall be required to incorporate attractive paving materials, street trees and planters, green infrastructure, and lighting.

Figure 19: View of the river, Post Office parking lot shown to the left.²³



Figure 20: View east from the northeast corner of the Post Office Rehabilitation Area where sidewalk is very narrow.²⁴



ARCHITECTURAL DESIGN STANDARDS

This Plan allows for a Post Office Redevelopment Overlay Zone to be created over the existing underlying zoning: the Central Business District – Historic Subdistrict (CBD(H)); as such, any site plan submitted to the Planning Board will also require review by the City’s Historic Preservation Commission (HPC) at that time.

In addition, since the property is listed as an eligible resource in the “South Hoboken Historic District,” the New Jersey Historic Preservation Office (NJHPO) must conduct a “Section 106” review of any proposed development.

New construction at the site should therefore strive to complement the historic nature of the site and surrounding buildings. At the same time, the site is located along Hoboken’s urban waterfront, where architecture has an opportunity to be dramatic, iconic, and innovative. The design of a hotel at this site should balance these objectives.

Architectural design standards for the Post Office Rehabilitation Area are as follows:

A. Orientation

The building shall be oriented toward the street so as to contribute to the overall liveliness of the pedestrian environment, especially along Newark Street and facing the waterfront.

B. Design and Materials

A creative approach to hotel development at this site is essential.

The applicant must ensure any design approach is compatible with the historic Post Office building and surrounding buildings (i.e., the Hoboken Land & Improvement Company Building and the Wells Fargo building). This means the design process for the new structure should analyze how the existing design principles for the neighborhood are used, and how these existing buildings can be enhanced through the new structure in a modern approach using today’s materials and construction techniques.

For example, a design approach may consider a different architectural treatment on the first through third floor building facade (e.g., durable, long-lasting materials that are visually compatible in texture and hue with the predominate materials used in adjacent historic buildings) with the building exterior from the fourth floor to the top of the building consisting of modern materials.

As another example, the building exterior may reflect an entirely contemporary design that thoughtfully considers the surrounding historic architecture.

Examples of these two architectural approaches are shown in Figure 21 and Figure 22 below.



Figure 21: Chicago Skyline along Michigan Avenue in front of Millennium Park



Figure 22: modern design inspired by historic architecture in DUMBO, New York City (10 Jay Street)

C. Articulation

- (1) All street-facing building walls shall have a clearly defined base, body and cap. The base of the building should be designed to be inviting, and oriented to pedestrians. Details and materials shall be varied horizontally to provide scale and three dimensional qualities to the building.
- (2) The architectural treatment of a façade shall be completely continued around all street-facing facades of a building. All sides of a building shall be architecturally designed so as to be consistent with regard to style, materials, colors and details.
- (3) Building exteriors shall have vertical and/or horizontal offsets to create visual breaks on the exterior. These offsets may consist of pilasters, changes in façade materials, balconies, etc.
- (4) Long, blank, windowless, monotonous or uninterrupted walls are not permitted on the front or side of a building.
- (5) The side of the building to be used for loading purposes shall be screened by a vegetative wall or other screening device approved by the City.

D. Entrances

- (1) Well-marked entrances shall cue access and use. Main building entrances should read differently from retail storefronts, restaurants, and commercial entrances.
- (2) All entrances to a building shall be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, overhangs, porticos or awnings. These elements shall be compatible with the style and materials of the building.

- (3) Entrances may also be defined by planters or other landscape features.

E. Street Level Design

- (1) Building facades and treatments should create visual interest along the street wall with large windows visible from the sidewalk that expose activity within the building to the passerby.
- (2) The street level design should incorporate high quality materials that add scale, texture and variety at the pedestrian level.
- (3) Space should be provided for outdoor seating, possibly a sidewalk café, to bring activity and energy to the building.

F. Transparency

- (1) Ground floor uses in the Post Office Rehabilitation Area shall have large pane display windows on the front and side building facades. Such windows shall be framed by the surrounding wall and shall be a minimum of 70% of the total ground level façade area. A building's "ground level façade area" is the area bounded by the side edges of the building and the plane coincident with the internal floor of the building and the internal ceiling of the building.
- (2) Windows shall be vertically proportioned (taller than wider) where possible.

G. Roofs

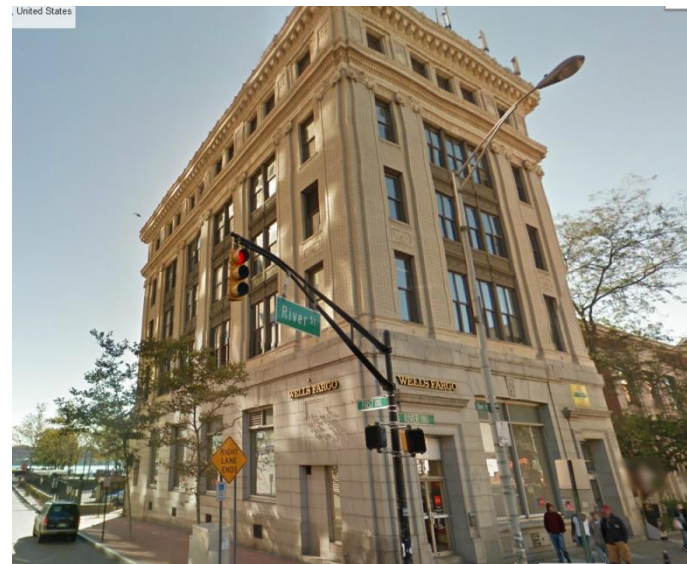
Roof design shall follow the standards of Sections 196-28.1 and 196-28.2 of the Hoboken Zoning Ordinance, as amended. When a green roof is used to allow an upper roof deck of more than 30%, the 50% or more of the upper roof area to be devoted to the green roof shall be taken from the total roof area first and

the upper roof deck or terrace and any roof structures or appurtenances taken from the remaining roof area.

H. Signage

A comprehensive signage package must be submitted to the City for review prior to the execution of a Redevelopment Agreement. Proposed locations and design details shall be provided for all proposed exterior wall signs or other signs outside of the building, as well as directional and wayfinding signage for hotel, Post Office and all other site uses.

Figure 23: Wells Fargo bank building at Block 231.1, Lot 2, surrounded by the Post Office Rehabilitation Area, example of base, body and cap articulation.²⁵



GREEN INFRASTRUCTURE DESIGN STANDARDS

As is common in many older cities, the existing sewer collection system in Hoboken handles both stormwater and sewage in the same pipes, and is known as a combined sewer operating (“CSO”) system. When it rains, the volume of stormwater falling on exposed surfaces and running into storm inlets is added to the sanitary sewer aspects of the system and eventually fills the pipes to a greater capacity. As a result, some of this sewage-stormwater can be discharged directly into local waterways through an overflow system.

One of the major goals of stormwater management is an attempt to retain and/or infiltrate the first inch of rainfall in the immediate area. This can be achieved by numerous methods to integrate green streets concepts into the redesign of urban corridors and spaces and to improve infrastructure sustainability and assist the regional utility authority in their attempt to reduce peak stormwater flows into the combined system. This includes using a variety of applications from underground storage to green roof structures, to divert and reduce the volume of stormwater flowing initially into the system.

This Redevelopment Plan anticipates that the redevelopment of a hotel at the Post Office site with frontage on River Street, Sinatra Drive and First Street may necessitate the reconstruction of these streets as part of the overall design to comply with the City’s Flood Damage Prevention Ordinance. In addition, there is a potential for a substantial re-design of the Newark Street ROW between Hudson Street and Sinatra Drive to accommodate the main entrance of the proposed hotel.

As the Newark Street ROW will become available for pedestrian use, this Redevelopment Plan requires that Green Infrastructure design

practices be employed to incorporate raingardens, bioswale tree lawns and pervious pavements to maximize absorption of storm water (Figure 24).

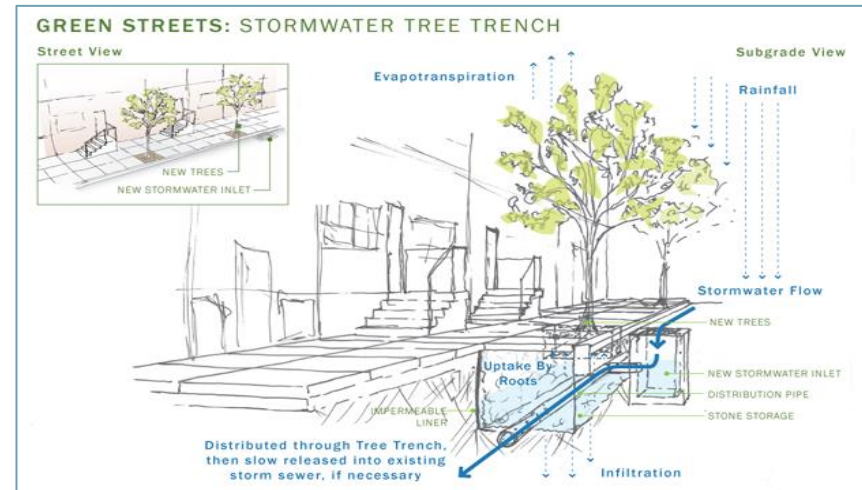


Figure 24: Example of green infrastructure for storm water infiltration.

AFFORDABLE HOUSING

Chapter 65A of the City of Hoboken’s code, entitled “Affordable Housing,” applies only to residential development. Therefore, Chapter 65A would not apply to this Redevelopment Plan. However, non-residential construction would be subject to the Statewide Non-residential Development Fee Act (N.J.A.C. 40:55D-8.1, et sec.) and to the extent required by that Act, the redeveloper shall make the payments required thereby.

Due to ongoing issues surrounding COAH’s rules, the Redevelopment Agreement will require the designated redeveloper

to comply with the legal requirements regarding affordable housing in existence at the time of final site plan approval.

N.J.S.A. 40A:12A-7(a)(6) and N.J.S.A. 40A:12A-7(a)(7) require that a redevelopment plan include (i) as of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all affordable housing units that are to be removed as a result of implementation of the redevelopment plan; and (ii) a plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of the Redevelopment Plan. The following subsections (1) and (2) satisfy the affordable housing “inventory” and “replacement unit plan” requirements of the law.

(1) Inventory of Affordable Housing:

As of October 15, 2014, which is the date upon which the Mayor and Council of the City of Hoboken adopted a resolution finding the subject properties to be in need of rehabilitation, there were no housing units (neither market rate nor affordable) in the Rehabilitation Area. The properties within the Rehabilitation Area have been limited to non-residential uses. Thus, zero (0) affordable housing units will be removed as a result of this Redevelopment Plan.

(2) Plan for the Provision of Affordable Replacement Housing:

As zero (0) affordable housing units will be removed as a result of this Redevelopment Plan (see subsection (1) above), there are no affordable housing units to be replaced.

FLOOD HAZARD PREVENTION

Hoboken was impacted by Super Storm Sandy; areas that had never flooded previously did flood during this storm event. Future flooding is of concern within the Post Office Rehabilitation Area due to its proximity to the Hudson River.

Where applicable, all new construction and substantial rehabilitation shall comply with the Hoboken Flood Hazard Prevention Ordinance, Chapter 104 of the Hoboken Municipal Code. The City has adopted maps that depict areas of special flood hazard and those maps illustrate the southeast corner of the Post Office Rehabilitation Area in the V-Zone. The remainder of the site is in the A Zone with added risk of moderate wave action. Areas of special flood hazard are required to have the lowest floor elevated to the base flood elevation or advisory base flood elevation (“ABFE”), whichever is applicable, plus freeboard as specified in Chapter 104.

A review by the City of Hoboken Certified Flood Plain Manager shall be required prior to submission to the Hoboken Planning Board of an application for development.

POST OFFICE COMPLIANCE WITH THE CITY’S FLOOD RULES

This Plan provides for a proposed hotel to be built on a portion of the site of the existing United States Post Office and that the Post Office will continue to function as such on that site. It is anticipated that underground parking for Post Office vehicles and surface loading docks may be constructed to service the functions of the Post Office. The applicability of local ordinances, particularly the City of Hoboken Flood Damage Prevention Ordinance, will differ between the Post Office uses and those of the privately held entity that may be

selected to implement the hotel aspect of this Redevelopment Plan. Although final determinations on the issue must await the detailed evaluation of the actual project proposal and the nature and details of the legal arrangement between the Postal Service and the hotel developer, a general evaluation of the legal issues is appropriate in connection with the adoption of this Plan.

STATUTORY PROVISIONS

The Postal Reorganization Act (PRA) of 1970 39 U.S.C. § 409(f)(1)-(5), § 410(c)(2) establishes the legal framework that controls the relationship between the United States Postal Service and municipalities in connection with the construction and operation of postal facilities. It provides in relevant part as follows:

(f)(1) Each building constructed or altered by the Postal Service shall be **constructed or altered, to the maximum extent feasible** as determined by the Postal Service, in compliance with 1 of the nationally recognized model building codes and with other applicable nationally recognized codes.

(2) Each building constructed or altered by the Postal Service shall be constructed or altered only after consideration of all requirements (other than procedural requirements) **of zoning laws, land use laws, and applicable environmental laws of a State** or subdivision of a State which would apply to the building if it were not a building constructed or altered by an establishment of the Government of the United States.

(3) For purposes of meeting the requirements of paragraphs (1) and (2) with respect to a building, the Postal Service shall:

(A) in preparing plans for the building, **consult with appropriate officials** of the State or political subdivision, or both, in which the building will be located;

(B) upon request, submit such plans in a timely manner to such officials for review by such officials for a reasonable period of time not exceeding 30 days; and

(C) permit inspection by such officials during construction or alteration of the building, in accordance with the customary schedule of inspections for construction or alteration of buildings in the locality, if such officials provide to the Postal Service:

(i) a copy of such schedule before construction of the building is begun; and

(ii) reasonable notice of their intention to conduct any inspection before conducting such inspection.

(4) Appropriate officials of a State or a political subdivision of a State may make **recommendations** to the Postal Service concerning measures necessary to meet the requirements of paragraphs (1) and (2). Such officials may also make **recommendations** to the Postal Service concerning measures which should be taken in the construction or alteration of the building to take into account local conditions. The Postal Service shall give due consideration to any such recommendations.

(5) In addition to consulting with local and State officials under paragraph (3), the Postal Service shall establish procedures for soliciting, assessing, and incorporating local community input on real property and land use decisions. (emphasis supplied.)

In summary, the PRA provides that after “consultation” with local officials, whose role it is to make “recommendations,” the final decision regarding compliance with local ordinances, as they affect the essential mission and function to process and deliver the nations mail, rests squarely with the Postal Service.

REGULATORY PROVISION

Decision making by the Postal Service with regard to the construction of facilities in floodplains is specifically subject to the more detailed provisions of The Code of Federal Regulations 39 C.F.R. §776.5(a). It provides in relevant part as follows:

(a) *Analysis of alternatives.* If a postal facility action would involve construction in a floodplain, alternative actions shall be considered.

(b) *Early public notice.* If a facility action at the contending site(s) could require construction in a floodplain, public notice must be provided.

(c) *Floodplain location and information.*

(1) Personnel shall determine whether construction would occur within a floodplain. The determination shall be made by reference to appropriate Department of Housing and Urban Development (HUD) floodplain maps (sometimes referred to as

Floodplain Insurance Rate Maps (FIRM)), or Federal Emergency Management Agency (FEMA) maps, or more detailed maps if available. If such maps are not available, floodplain location must be determined based on the best available information.

(2) Once the preferred site has been identified, potential floodplain impacts must be determined. As part of this determination process, specific floodplain information should be developed, which is to consider:

(i) Whether the proposed action will directly or indirectly support floodplain development;

(ii) Flood hazard and risk to lives and property;

(iii) Effects on natural and beneficial floodplain values, such as water quality maintenance, groundwater recharge, and agriculture; and

(iv) Possible measures to minimize harm to, or impact on, the floodplain.

(d) *Reevaluation.* After the above steps have been followed, if the determination is that there appears to be **no practicable alternative to constructing in a floodplain**, a further review of alternatives must be conducted by the facilities organization in conjunction with the operations organization requesting the construction of the facility. The further review of alternatives must be conducted by the

operations organization for projects within the delegated authority of the Vice President, Area Operations.

Furthermore, the Postal Service must comply with the Final Public Notice Requirement of 39 C.F.R. §776.5(e) if it is determined that there no practicable alternative to constructing in a floodplain. The Public Notice Requirement must be publicized and contain a 30-day public commenting period. The provision states:

(e) *Final public notice.* As a result of the reevaluation, if it is determined that there is no practicable alternative to constructing in a floodplain, public notice shall be provided as soon as possible for the proposed action. The notice should be publicized and should include:

- (1) Identification of the project's location;
- (2) Provision for a 30–day public commenting period before irrevocable action is taken by the Postal Service; and
- (3) Name and complete address of a postal contact person responsible for providing further information on the decision to proceed with a facility action or construction project in a floodplain. Upon request, that person shall provide further information as follows:
 - (i) A description of why the proposed action must be located in a floodplain;
 - (ii) A listing of alternative actions considered in making the determination; and

- (iii) A statement indicating whether the action conforms to applicable state and local floodplain protection standards.

DISTINCTION BETWEEN POSTAL SERVICE FUNCTION AND PRIVATE PARTY FUNCTION

In the event that the Postal Service concludes, after compliance with all the terms of the Federal Regulations, that there is no practical alternative to proceeding with the construction of elements of its facilities that are required to serve its fundamental function to process and deliver the nations mail, that conclusion will supersede the requirements and provisions of the City of Hoboken Flood Damage Prevention Ordinance.

However, the provisions of the Hoboken Ordinance will not be superseded with respect to the construction of any portion of the new structure that will serve non-Postal Service functions, i.e. the hotel. For example, if underground parking or loading docks are constructed for the functions of the Postal Service, use of such facilities for any other use, including hotel use, would not be permissible. In addition, any non-Postal structural elements and/or space below DFE, including any commercial uses, would need to be resistant to flotation, collapse or lateral movement due to the effects of wind and water loading and be wet flood-proofed in compliance with the City's Flood Ordinance.

During the negotiation of the redevelopment agreement the details of such distinction will be set forth, based upon the final design of the new construction.

IMPLEMENTATION

GENERAL PROVISIONS

RELATIONSHIP TO ZONING – OVERLAY

The Hoboken Post Office Redevelopment Plan constitutes an overlay to permit the redevelopment of the Post Office Rehabilitation Area around the existing historic Post Office building as a full service hotel adjacent to the Hoboken Terminal as envisioned by the 2004 Hoboken Master Plan and 2010 Master Plan Reexamination Report. The provisions of this Redevelopment Plan shall not apply to any other use other than for a full service hotel. The underlying CBD(H) Zone shall continue to subsist and act as the primary zoning designation for the Post Office Rehabilitation Area.

Because this Redevelopment Plan constitutes an overlay and does not supersede the underlying CBD(H) Zone, the Official Zoning Map of the City of Hoboken is not required to be amended. However, in order to differentiate the Post Office Rehabilitation Area from the rest of the CBD(H) district, the zoning map is hereby amended to illustrate “the property commonly known as Block 231.01, Lot 1 on the tax map of the City of Hoboken, that portion of the public right-of-way of Newark Street from and including the intersection with River Street to the end of Newark Street approximately 250 feet east of River Street; and that portion of the public right-of-way of River Street from and including the intersection with Newark Street to and including the intersection with First Street” as the “Governmental/Hotel Overlay Zone.”

TERMS AND DEFINITIONS

Any terms or definitions not addressed within this Redevelopment Plan shall rely on the applicable terms and conditions set forth in the Zoning Ordinance of the City of Hoboken.

REDEVELOPMENT IN ACCORDANCE WITH THE PLAN

Repair, rehabilitation and redevelopment will take place as proposed in this Redevelopment Plan. The designated redeveloper(s) shall adhere to the parameters for redevelopment presented in this Redevelopment Plan and refine the design concepts presented therein in developing a unique and high-quality project proposal. Once a redeveloper is selected by the City, the redeveloper will be required to enter into a Redevelopment Agreement with the City as set forth herein.

OTHER ACTIONS BY THE CITY IN FURTHERANCE OF THE PLAN

Other actions may be taken by the City to further the goals of the Plan. These actions may include, but shall not be limited to, provisions for public infrastructure necessary to service new development and vacation of public utility easements and other easements and rights-of-way as may be necessary for redevelopment. The costs for such actions shall be borne by the designated redeveloper(s) in accordance with the provisions of a negotiated redevelopment agreement.

ROLE OF THE CITY

The City of Hoboken acting as the Redevelopment Entity will be solely responsible for the implementation of this Redevelopment Plan as set forth below.

CITY DESIGNATION OF REDEVELOPER – REDEVELOPMENT AGREEMENT

Only redevelopers designated by the City may proceed to implement the redevelopment projects set forth in this Redevelopment Plan. In order to assure that the vision of the this Redevelopment Plan will be successfully implemented in an effective, comprehensive and timely way, and in order to promptly achieve the public purpose goals of the Plan, the City, acting as the Redevelopment Entity, will select the redeveloper(s) in all areas governed by this Redevelopment Plan. Only an owner or contract-purchaser (with owner's consent) of property situated within the Rehabilitation Area may seek designation by the City, in accordance with this chapter, as a redeveloper of said property. Anytime the word "developer" is utilized in this Redevelopment Plan, the same shall mean the redeveloper or redeveloper(s) that have been designated by the City of Hoboken in accordance with the Redeveloper Selection Process set forth in this Redevelopment Plan.

All designated redeveloper(s) will be required to execute a Redevelopment Agreement satisfactory to and authorized by a resolution of the City Council. The procedural standards described here will guide redeveloper selection. The City, acting as the Redevelopment Entity may, at any time, entertain unsolicited proposal(s) from a prospective redeveloper(s) for redevelopment of one or more redevelopment parcels. A prospective redeveloper will be required to submit materials to the City that specify their

qualifications, financial resources, experience and design approach to the proposed redevelopment project. The selection process will likely include the submission of some or all of the following materials (additional submission materials may be requested by the City as deemed appropriate to the particular project sites.):

- Conceptual plans and elevations sufficient in scope to demonstrate that the design approach, architectural concepts, estimated size, number and type of dwelling units, if any, retail and or commercial uses, parking, traffic circulation, flood mitigation, landscaping, recreation space, construction schedule, including estimated pre-construction time period to secure permits and approvals, and other elements that are consistent with the objectives and standards of this Redevelopment Plan.
- Documentation evidencing the financial responsibility and capability of the proposed redeveloper with respect to carrying out the proposed redevelopment including but not limited to: type of ownership entity, disclosure of ownership interest, list of comparable projects successfully completed, list of references with name, address and phone information, list of any general or limited partners, financing plan, and financial profile of the redeveloper entity and its parent, if applicable, as well as any other information that may be requested by the City in its discretion.

The following provisions regarding redevelopment are included in connection with the selection of redeveloper(s) for any property or properties included in the Redevelopment Plan and shall apply notwithstanding the provisions of any zoning or building ordinance or other regulations to the contrary:

- The redeveloper, its successor or assigns shall develop the property in accordance with the uses and building requirements specified in the Redevelopment Plan and shall comply with all the terms and obligations of the Redeveloper Agreement.
- Until the required improvements are completed and a Certificate of Completion is issued by the Redevelopment Entity, the redeveloper covenants provided for in N.J.S.A. 40A:12A-9 and imposed in any redeveloper agreement, lease, deed or other instrument shall remain in full force and effect.
- The Redevelopment Agreement(s) shall include a provision that requires the redeveloper to provide all inclusionary affordable housing that is generated by its project, to the extent required by law or the Plan.
- The Redevelopment Agreement(s) shall contain provisions to assure the timely construction of the redevelopment project, the qualifications, financial capability and financial guarantees of the redeveloper(s) and any other provisions to assure the successful completion of the project.
- The designated redeveloper(s) shall be responsible for any installation or upgrade of infrastructure related to their project whether on-site or off-site. Infrastructure items include, but are not limited to parks, recreational and open space, gas, electric, water, sanitary and storm sewers, flood mitigation, telecommunications, streets, curbs, sidewalks, street lighting and street trees or other improvements.
- All infrastructure improvements shall comply with applicable local, state and federal law and regulations. All utilities shall be placed underground.
- In addition to the provisions set forth herein, the Redevelopment Agreement may provide that the redeveloper(s) will agree to provide amenities, benefits, fees and payments in addition to those authorized under the Municipal Land Use Law.

REVIEW AND APPROVAL PROCEDURES

This Redevelopment Plan changes the process by which approvals for the development of land are typically granted. For a typical development application, a property owner submits plans and an application to the Planning Board or Zoning Board of Adjustment, and the board schedules a hearing on the application. However, in order to comply with this Redevelopment Plan and to maximize the effectiveness of the review process, the following procedure will be followed:

City Review

The City acting as the Redevelopment Entity shall review all proposed redevelopment projects within the Redevelopment Area to ensure that such project(s) is consistent with the Redevelopment Plan and relevant redeveloper agreement(s). Such review shall occur prior to the submission of an application for approval of the redevelopment project(s) to the Planning Board. As part of its review, the City may require the redeveloper(s) to submit proposed

site plan applications to the City Administration prior to the submission of such applications to the Planning Board. In undertaking its review, the City shall determine whether the proposal is consistent with this Redevelopment Plan and relevant redeveloper agreement(s). In addition, the review may address the site and building design elements of the project to ensure that the project adequately addresses the goals and objectives of this Plan.

Planning Board Review Process

Thereafter, all development applications shall be submitted to the City of Hoboken Planning Board through the established site plan and subdivision procedures as outlined in N.J.S.A. 40:55D-1 et seq. The Planning Board shall deem any application for redevelopment for any property subject to this Redevelopment Plan incomplete if the applicant has not been designated by the City as a redeveloper(s), a redevelopment agreement has not been fully executed and the project plan has not been reviewed and approved by the City. Additionally, the Planning Board shall deem any application for redevelopment for any property subject to this Redevelopment Plan incomplete if the applicant has not received approval from the City or any subcommittee that it may designate for such purpose, stating that the application is consistent with the Redevelopment Plan and Redevelopment Agreement.

Variances Not to be Considered

Neither the Planning Board nor the Zoning Board of Adjustment shall grant any deviations from the terms and requirements of this Redevelopment Plan, including the granting of any “c” or “d” variances. Any proposed changes to the Redevelopment Plan shall be in the form of an amendment to the Redevelopment Plan adopted by the City Council in accordance with the procedures set

forth in the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.

Easements / Rights-of-way

No building, parking, or vehicle circulation area shall be constructed over a public easement or public right-of-way in the Rehabilitation Area without prior written approval of the City of Hoboken.

Site Plan and Subdivision Review

Site plans must be submitted to the City for compliance with the Redevelopment Plan and agreement prior to review and approval by the Planning Board. Prior to commencement of construction, site plans for the construction and/or rehabilitation of improvements within the Rehabilitation Area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.), shall be submitted by the applicants for review and approval by the Hoboken Planning Board. Any subdivision of lots and parcels of land within the Rehabilitation Area shall be in accordance with the requirements of this Redevelopment Plan, the Redevelopment Agreement, and the subdivision ordinance of the City of Hoboken, except that where this Redevelopment Plan contains provisions that differ from those in the subdivision ordinance, this Plan shall prevail.

Approvals by Other Agencies

The redeveloper shall be required to provide the City with copies of all permit applications made to federal, state and county agencies upon filing such applications, as will be required by the Redeveloper’s Agreement to be executed between the redeveloper and the City.

PROPERTIES TO BE ACQUIRED

This Redevelopment Plan intends to encourage a redeveloper to acquire a proprietary interest in the property to be rehabilitated/redeveloped pursuant to this Redevelopment Plan. As this Redevelopment Plan is based upon an Area In Need of Rehabilitation designation, Section 14 of the Local Redevelopment and Housing Law provides that the redevelopment powers, except for acquisition of private property through the use of eminent domain, are available with the adoption of a Redevelopment Plan. Therefore, no private property is identified for acquisition other than through private sale between a willing buyer and seller.

RELOCATION PLAN

No temporary or permanent relocation of residents is contemplated, as there are no occupied residential units currently located in the Post Office Rehabilitation Area. The only non-residential use is the Post Office, which will remain within the Post Office Rehabilitation Area. Therefore, no relocation assistance is necessitated by the Hoboken Post Office Redevelopment Plan.

TAX ABATEMENT PROGRAM

By designating the Hoboken Post Office as An Area in Need of Rehabilitation, the City of Hoboken is given the authority to offer five-year tax exemptions or abatements as a financial incentive to encourage rehabilitation of the area, in accordance with N.J.S.A. 40A:21-1 et seq. The City of Hoboken adopted a Commercial and Industrial Improvement Projects Ordinance in 1979 (ord. C-127), which gives the City authority to enter into agreements with redevelopers for tax abatement on commercial, industrial or

residential improvements or projects, pursuant to the provisions of N.J.S.A. 54:4-3.95 (P.L. 1977, c. 12), providing for the exemption from real property taxation of improvements or projects for a period of five years. Any tax abatement(s) for the rehabilitation of the Post Office Rehabilitation Area would need to be addressed as part of the Redevelopment Agreement.

OTHER APPLICABLE DESIGN & PERFORMANCE STANDARDS

Any design or performance standards not addressed within this Redevelopment Plan shall rely on the applicable design and performance standards set forth in the Land Development Ordinance of the City of Hoboken.

NON-DISCRIMINATION PROVISIONS

No covenant, lease, conveyance or other instrument shall be affected or executed by the City Council or by a developer or any of his successors or assignees, whereby land within the Rehabilitation Area is restricted by the City Council, or the developer, upon the basis of race, creed, color, national origin, ancestry, age, marital status, affectional or sexual orientation, familial status, disability, nationality, sex, gender identity or expression or source of lawful income in the sale, lease, use, or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use of any part of the Rehabilitation Area on the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender.

ESCROWS

At a minimum, the Redevelopment Agreement shall provide that the redeveloper shall be responsible to post sufficient escrows to cover any and all costs of the City and the professional consultants retained by the City to review the proposed redevelopment project and advise the City on any and all aspects of the redevelopment process and as otherwise set forth in the Redevelopment Agreement.

INFRASTRUCTURE

The redeveloper, at the redeveloper's cost and expense, shall provide all necessary engineering studies for, and construct or install all on- and off-site municipal infrastructure improvements and capacity enhancements or upgrades required in connection with the provision of traffic, water, sanitary sewer, flood mitigation measures, and stormwater sewer service to the project, in addition to all required tie-in or connection fees. The redeveloper may also be responsible for providing, at the redeveloper's cost and expense, all sidewalks, curbs, streetscape improvements (street trees and other landscaping), street lighting, and on and off-site traffic controls and road improvements for the project or required as a result of the impacts of the project. The Redevelopment Agreement between the City and the redeveloper will contain the terms, conditions, specifications, and a description of required performance guarantees (such as performance bonds, parent guarantee, or other acceptable performance security) pertaining to redeveloper's obligation to provide the infrastructure and improvements required for the project.

AMENDMENTS TO THE REDEVELOPMENT PLAN

This Redevelopment plan may be amended from time to time in accordance with the procedures of the LRHL. However, should such an amendment change the uses or otherwise materially affect the provisions of one or more Redevelopment Agreements, such Redevelopment Agreements may require the consent of the redeveloper before the amendment can be adopted, and/or the Redevelopment Agreement may need to be amended to be consistent with the amended Redevelopment Plan. A non-refundable application fee shall be paid by the party requesting such amendment, unless the request is issued from an agency of the City. The City, at its sole discretion, may require the party requesting the amendments to prepare a study of the impact of such amendments, which study must be prepared by a professional planner licensed in the State of New Jersey and other additional professionals as may be required by the City.

PLAN DURATION - CERTIFICATES OF COMPLETION & COMPLIANCE

Upon the inspection and verification by the Mayor and Council, acting as the Redevelopment Entity, that the redevelopment of a parcel subject to a redeveloper agreement has been completed, a Certificate of Completion and Compliance will be issued to the redeveloper and such parcel will be deemed no longer in need of rehabilitation.

This Redevelopment Plan will remain in effect until Certificates of Completion have been issued for the designated Area In Need of Rehabilitation, or until the Hoboken Post Office Redevelopment Plan

is deemed no longer necessary for the public interest and repealed by Ordinance of the Mayor and Council.

SEVERABILITY

The provisions of this Redevelopment Plan are subject to approval by Ordinance. If a Court of competent jurisdiction finds any word, phrase, clause, section or provision of this Redevelopment Plan to be invalid, illegal or unconstitutional, the word, phrase, clause, section or provision shall be deemed severable and the remainder of the Redevelopment Plan and implementing Ordinance shall remain in full force and effect.

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¹ Image courtesy of: <http://blog.evankalish.com/2015/12/postal-tour-hoboken-nj.html>

² Image courtesy of: <http://betterwaterfront.org/hotel-would-be-vast-improvement-for-premiere-site-at-hoboken-waterfront/>

³ City of Hoboken Council Resolution #12-794, adopted October 17, 2012.

⁴ http://tax1.co.monmouth.nj.us/cgi-bin/m4.cgi?district=0905&l02=090500231__0100001____M

⁵ Image courtesy of <https://maps.google.com>

⁶ Post Office Site – Area in Need of Rehabilitation; Existing Water and Combined Sanitary/Storm Sewer Study, prepared by Andrew R. Hipolit of Maser Consulting P.A., dated July 30, 2012, pages 6-9.

⁷ Ibid, page 69.

⁸ Ibid, page 32.

⁹ Ibid, page 146.

¹⁰ Ibid, page 145.

¹¹ Ibid, page 146.

¹² Ibid, page 96.

¹³ http://www.state.nj.us/dep/hpo/identify/nrsr_lists/udson.pdf

¹⁴ 2004 Master Plan, page 136.

¹⁵ Ibid, page 136.

¹⁶ Ibid, page 135.

¹⁷ 2010 Reexamination Report, page 8.

¹⁸ Ibid, page 8.

¹⁹ <http://hobokennj.org/docs/transportation/City-of-Hoboken-Bicycle-and-Pedestrian-Plan-Final.pdf>, page 50.

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<https://onedrive.live.com/view.aspx?resid=2FoF556D773BC90F!2343&app=WordPdf&wdo=2>, page 1.

²¹ http://nj.gov/state/planning/final-plan/final_spp_november%208_pub.pdf, pages 8-9.

²² Memorandum by John Jahr, PTP, TSOS, of Maser Consulting, dated July 5, 2016, “Traffic Planning for Proposed Post Office Redevelopment, City of Hoboken, Hudson County”.

²³ Ibid.

²⁴ Image courtesy of <https://maps.google.com>

²⁵ Image courtesy of <https://maps.google.com>